into every style of architecture; therefore, to call any one particular style "Decorated," and more especially when many examples of it are more remarkable for plainness than ornamentation, partakes of absurdity. We may apply the epithet "Decorated" to a building, but not to a style; the suitable name for it was decorated, but Decorative, since that would be far more in accordance with the analogy of language. If the term Decorated is to be bestowed by way of pre-eminence on any one distinct mode of Gothic, that which we call "Perpendicular" has surely the greatest claim to it; and, in fact, the latter is sometimes called Florid Gothic. The term "Perpendicular" itself is not a very satisfactory one, still it is far less objectionable than that of "Decorated;" because it does really express one marked characteristic of the mode to which it is applied.

Analogy is not at all attended to in the names at present employed for the three leading divisions or *classes of our national* Gothic. For, if we call the first of them "Early English," without extending the epithet expressive of nationality to the two other styles, the "Early" alone would be quite sufficient. Surely, then, it would be in every respect better, as we call the first of the three periods into which Gothic is divided, "Early English," to distinguish next as "Middle English," or our second style of "Gothic;" and the third, as "Late English," or perpendicular English; in like manner as French antiquaries divide their *Style Ogival* into *primitif*, *secondaire*, and *tertiaire*. While such change of names would be an exceedingly slight one, it would be attended with positive convenience by getting rid of a misnomer, which is now a stumbling-block to the uninitiated, and perplexes even those who know what is meant by it. Not little puzzling is it to persons in general to be told that what, perhaps, looks to them a very plain building, is in the "Decorated" style, and that such profusely adorned piles as Henry the Seventh's chapel, and the new palace of Westminster are *not*. They cannot make it out at all, and no wonder; for it is like telling them that black is white and white is black.

ZETA.

RAILWAY JOTTINGS.

THE Newport station for the South Wales line has just been commenced at the High-street. Messrs. Hughes and Co., builders of the stations on the Chester and Holyhead line, have taken the contract for erecting the Newport, Cardiff, Cowbridge, and Swansea stations.——The "calls" payable during January, 1850, so far as advertised, amount to 1,734,279*l.* against 3,926,342*l.* in 1849; 4,860,220*l.* in 1848; and 6,157,863*l.* in 1847. The total calls during the year amount to about 20,000,000*l.*, of which 18,000,000*l.* are for English, Irish, and Scotch, and 2,000,000*l.* for foreign, subscribed for in England. The calls in 1848 were 23,000,000*l.*; in 1847, 42,000,000*l.* Vast as such sums of money are, however, any one of them constitutes but a trifle in comparison with the whole amount expended on 6,950 miles of railway, old and new, already formed, namely, almost two hundred millions sterling (more precisely in fact, 197,000,000*l.*). The average cost per mile has been 28,110*l.* From some interesting calculations in the *Times*, it appears that this average cost has varied considerably, and that it has by no means been on the decrease latterly. In 1842 the cost of the railways in operation averaged 34,690*l.* per mile; in 1843, 36,360*l.*; in 1844, 35,670*l.*; in 1845, 35,070*l.*; in 1846, 31,860*l.*; in 1847, 31,700*l.* in 1848, 34,234*l.*; and, in 1849, 35,214*l.* The amount of gross traffic receipts on all this truly "valuable property," is another interesting point in the general statistics of the railway kingdom. In the British imperium in imperio alone, the annual revenue thus derived from her Majesty's liege amounted, in the year just closed, in all, to eleven million, six hundred and eighty-three thousand, eight hundred pounds sterling!—reaped in return for the certainly noble privilege of flying to and fro, with winged speed, over all the length and breadth of the land, interlaced by five thousand nine hundred and fifty miles of hill-levelled, valley-filled, and straight and narrow way across flood, and through mountain, and over abyss.——A correspondent of a metropolitan paper, in speaking of the supply of milk by rail to London, with a gravity and wisdom worthy of that ingenious "writer and decorative painter," who invented "painted tablets and numbers," for the especial use of railway companies, "with extraordinary tact, so as to give great energy to this present enterprising and inventive crisis,"—triumphantly asks the blind plodders who may happen to peruse the prologue to his project—"Why should not the railway Companies lay down pipes from the adjacent highland grazing districts, Harrow, Brentwood, Richmond, &c., where the height is favourable, and allow the milk fresh from the dairies to flow by gravity from cisterns, eligibly placed for collecting the milk from the various farmers, and be drawn off at the metropolitan termini for retail supply?"

NOTES IN THE PROVINCES.

MR. H. ROGERS, of Wolverhampton, has offered 2,000*l.* towards the endowment of a church on Wednesfield Heath, and the late patron, Mr. J. M. Paget, has given a site for church, parsonage, and schools. Close by, Mr. Rogers is already building a row of almshouses.——At Ryde, where gas is charged 10*s.* per 1,000 cubic feet, besides 6*s.* a-year on meter said to cost but 35*s.*, a movement is being originated, on an example set at Fareham, for the attainment of some redress in shape of a reduction in price.——It is intended, we hear, to take down and rebuild Wimborne Minster chancel.——A site for new schools for Wicker parish, Sheffield, has been purchased for 1,200*l.* The buildings are to cost 1,300*l.* more, and to accommodate 600 children. 1,600*l.* are already raised. It is also intended to build a new hotel at Sheffield, at a probable cost of 10,000*l.* A committee has been appointed to obtain plans and estimates, obtain a site, &c. In the same town, according to the local *Times*, preparations have been made for the erection of a new post-office fronting the market-place. Messrs. Weightman and Hadfield are the architects, and the contractor is Mr. William Clareborough, builder, Portobello.——The additional dock at West Hartlepool has been contracted for by Mr. Hutchison.——The opening meeting of the Chester Architectural Society was held on Monday week, the Bishop of the diocese in the chair. ——On Tuesday week the first stone of St. Mary's Church, Gomersal, was laid, with the customary ceremonial.——There are in prosperous operation in Edinburgh three model lodging-houses (one of which is solely for females), having altogether 63 bedrooms, 124 beds, and accommodation for 219 lodgers. They have been quite free from fever and contagious diseases.——It has been resolved to raise, by small subscriptions, a sum (3,000*l.* according to a Dublin correspondent of the *Athenæum*) to be devoted to the restoration of the great south wall of the nave, and east wall of the choir of St. Patrick's Cathedral.

COVENT GARDEN CHURCHYARD.

PROTECTION OF GRAVES.

Your correspondent, "Joseph Rutherford," asks, "Whether there is any protection afforded for the remains of those buried in consecrated ground?" He does not state that the remains of his family, who have been buried in the Covent Garden Churchyard, have been disturbed, nor that gravestones were erected to their memory; but, assuming that such is the case, I will shortly state what the law is when gravestones or other monuments erected to the memory of the dead are removed, without the sanction of some Act of Parliament or of the family of the deceased.

During the lifetime of the person who erected the gravestone, he may sue those who removed it in an action. After the death of that person, the tombstone is like an heir-loom, and descends to the heir of the corpse buried under it, who may, in like manner, bring an action for the removal of the monument of his deceased ancestor. (See "Carver's" case, 12 Rep. 105, Co. Lit. 18, b.; "Spooner v. Brewster," 3 Bing. 136.) I am not aware of any authority showing that the actual remains of the dead, so long as they can be traced, are the property of the heir; but where the remains are identified by a tombstone, no one can interfere with that monument, so long as an heir remains, without incurring the same consequences as would follow from his unlawful interference with your correspondent's property or person. And as the remains of the dead can seldom be disturbed without at the same time disturbing the headstone which marks their resting-place, the law does in this instance afford some remedy for the insult of which he naturally complains. A SPECIAL PLEADER.

Temple.

EXCAVATORS' ESTIMATES.

THE following tenders for excavating and other works on an estate north side of Grove-road, Upper Holloway, will interest some of your readers. The works to be done are:—

Digging from excavations, and carting same, to form new roads and pathways, 5,500 cubic yards.

New roads and pathways to be formed 40 feet in width, and raised to an average height of 38 inches above present surface, 2,460 feet run.

New roads and pathways to be formed upon site of new excavation, the top of pathways to be raised 10 inches above the same, 2,050 feet run.

Fencing, implements, lighting, watching, notices, filling in ditches, excavations, &c., 103*l.* 10*s.*

Skitterall	£531	14	0
Brown and Son	349	12	11
Hilton	280	0	0
Green	260	0	0
Reddin	234	0	0
Jarvis	231	5	0
Whiteman	228	6	8
Beck	215	15	7
Perkins	206	0	0
Sinnott	198	0	0
Pitt	196	0	0
Drummond	187	0	0
Yeoman	177	0	0
Salter	172	10	0
Kendle and Smith	139	0	0
Smith and Kendle	126	0	0
Gregson	115	0	0
Bake and Brown	105	0	0
Payne (accepted)	103	10	0

Difference between the highest and lowest (only) 428*l.* J.

A THEORY OF DWELLINGS.

THE following "theory of dwellings," from a clever article on "Human Progress," in the late number of the *Westminster Review*, is very suggestive, and is in a road we have often trodden.*

"Shelter from the 'skyey influences' is the first consideration—in other words—a roof; a huge umbrella-covering, on walls inclosing a sufficiently large space, and this space should be gravel soil—the soil nature has provided for man to dwell on, and not for vegetables to thrive on, other than those that gladden the sight of man. The materials for constructing a roof were 'some time a problem, but now the time gives them proof,' since Robert Peel abolished the duty on glass, and set man's brain free to work on nature's materials, before reserved as a costly luxury for the wealthy. Four external walls, then, of sufficient height and thickness, and constructed with large hollow bricks, should be covered in with a roof of rough-surfaced glass, of greenish tinge, and of sufficient thickness to defy the hailstone. The roof structure should be of wrought-iron, on the tension principle, and divided into as many spaces as may be desirable, supported on stone or cast-iron columns. Portions of the glass might be left bright, for the sun's rays to enter; other portions coloured, for artistic effect. The glass should be inserted in the roof in large sheets, with elastic packing round the edges. The greater the number of the floors there can be, the better, as height above the earth's surface is always favourable to health, rising above the vapour exhalation line. But, of course, there must be a certain propor-

* The new number of the *Review* contains an article on "Epidemics," and one on "Railway Progress," deserving consideration.

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